

PART IV – GENERAL FOLLOW UP INFORMATION

(FOR COAST GUARD USE)

This part can be used for more detailed or general follow-up information needed to complete reports or close out incident cases. Information provided for this part is to be obtained during follow-up contacts with the vessel. Remember, the initial report is intended to capture only essential information.

NAMES OF COMPANIES OR CONTACTS

Company Qualified Individual (Spills only)	Telephone: ()
Company/Contact	Telephone: ()
Company/Contact	Telephone: ()
Company/Contact	Telephone: ()

FUTURE PLANS

--

CG-2692

Submitted by:	Submitted to:
Date:	Telephone: ()

ADDITIONAL REMARKS

--

From the Captain of the Port

The mission of the Coast Guard Marine Safety Office (MSO) Duluth is to promote the safe marine transportation of people and cargo, safeguard those who work on our waterways, and protect the marine environment. It is through this mission that MSO Duluth



positively contributes to the everyday lives of the people of western Lake Superior. We ensure that the passenger vessels they ride on are safe, and the ships that are so vital for commerce and jobs deliver their cargo without incident. We not only enforce hundreds of federal laws and regulations, but we also inspect, educate, and reduce risk by working with the industries we serve. When we are successful, nothing “bad” happens; no oil spills, no ship collisions, no injuries to passengers, “nothing” to report on the nightly news. When maritime accidents do occur, we respond and mitigate the impact, investigate the cause, and improve our preventive efforts.

This Year in Review pamphlet provides a summary of where MSO Duluth has been successful within our mission area in 1999. However, as of its publishing, it is history. I’ll rephrase this statement in words that Northlanders feel passionate about...let’s talk hockey! When the “Great One,” Wayne Gretzky, was asked why he was so successful, he responded, “I skate to where the puck is going to be, not where it has been.” By listening and learning, your Coast Guard MSO wants to skate to where the puck is going. We realize that the waterways must meet the needs of a wide range of users. To those of you representing other federal agencies and industry, public interests, and environmental groups, we welcome your partnership. Without your continued support and leadership, it would be impossible to move the puck down the ice. Working together we can continue to score goals within the public’s expectation of a safe, efficient, and environmentally responsible transportation system.

CDR William J. Diehl

1999 Summary

Safety



- Boarded 54 foreign vessels & 131 U.S. vessels to ensure their compliance with all safety standards.
- Assisted U.S. vessel owners "right size" crew manning levels & initiated a Streamlined Inspection Program (SIP) with them to improve ship operations.
- Signed an agreement with Michigan's Keewanaw Tribe to help them inspect their fishing vessel fleet and gave their fishermen hands-on safety & survival training.

Protection of Natural Resources



- Reduced spills due to oil transfers by 70% from 1996 by targeting high risk operations.
- Initiated combined emergency response plans – integrated county emergency managers' plans with Area plans so that key information can be used by all agencies.
- Facilitated improvements to pollution response plans in environmentally sensitive national park area.

Mobility



- Partnered with city of Duluth officials to update 102-year-old vessel speed ordinance in shipping canal. Resulting in improved safety to recreational boaters as well as a reduction in shore side damage from vessel wakes.
- Assisted with three Waterway Management System studies to ensure navigational aids are in the right location and properly luminated for mariners' use in transiting challenging waterway areas.

Maritime Security



- Identified risks and coordinated emergency response to Y2K rollover with ship owners, port authorities, and State emergency management directors. Proactive "bug-resolutions" heightened security in the Twin Ports – no Y2K incidents occurred in the entire waterway area.
- Participated in Minnesota's first Weapons of Mass Destruction emergency exercise.

STANDARD INITIAL RADIO REPORT

Date:		Time:	
Part I – General Information			
Name of Vessel(s):			
Nature of the Incident (all applicable)			
<input type="checkbox"/> "Touch and Go"	<input type="checkbox"/> Hard	<input type="checkbox"/> Man Overboard	<input type="checkbox"/> Personal Injury
<input type="checkbox"/> Grounding	<input type="checkbox"/> Aground	<input type="checkbox"/> Fire	<input type="checkbox"/> Pollution
<input type="checkbox"/> Sinking	<input type="checkbox"/> Adrift	<input type="checkbox"/> Collision	<input type="checkbox"/> Explosion
Location (mile point, RDB/LDB, Etc.):		Date/Time Occurred:	
Is any Coast Guard assistance required? Yes No Type requested:			
Weather	Wind	Visibility	Temp (air) Current Speed
Reported by:		Telephone: ()	
Company Name:		Telephone: ()	
Part II – Incident Specifics			
PERSONNEL INCIDENT (INJURY or MAN OVERBOARD)			
Name of Person:		Type of Injury (If applicable)	
Location of Overboard:		PFD Worn? <input type="checkbox"/> Unknown <input type="checkbox"/> Yes <input type="checkbox"/> No	
Description (Clothing worn, etc.):		Swimmer? <input type="checkbox"/> Unknown <input type="checkbox"/> Yes <input type="checkbox"/> No	
GROUNDING/COLLISION/FIRE/EXPLOSION/SINKING			
Channel Blocked? <input type="checkbox"/> Yes <input type="checkbox"/> No		Navigation Hazard? (Yes/No, Nature of hazard):	
Number of Barges:		Number of TANK Barges: Single Skin/Double Skin:	
Number AGROUND:	Draft of Grounded Barge(s):	Number DAMAGED:	Number LEAKING:
Cargo(s):			
Vessel Assisting:			
POLLUTION INCIDENT			
Name of Spilled Product:		How much spilled?	
National Response Center (NRC) Notified at 1-800-424-8802? <input type="checkbox"/> Yes <input type="checkbox"/> No		Company "Qualified Individual" Notified? <input type="checkbox"/> Yes <input type="checkbox"/> No	
What action was taken?			

Maritime Security

Protect our maritime borders from all intrusions by halting the flow of illegal drugs, aliens, and contraband into this country through maritime routes; preventing illegal fishing; and suppressing violations of federal law in the maritime region.

MSO Duluth's area shares approximately 450 miles of border with Canada. The two major points of land borne entry into this country are at Grand Portage and International Falls, Minnesota. The ease of access to the U.S. creates a potential threat common to all areas that are adjacent to an international border. A would-be terrorist might complete an action and be back across the border in a few hours. The same potential threat is true for drugs or other contraband that may enter the U.S. through Canada. MSO Duluth personnel work closely with other law enforcement officials to monitor the risk of terrorism and ensure our ports have security in place to reduce their vulnerability.

MSO Duluth was a member of the city of Duluth's Y2K Task Force and helped them assess the community's readiness as well as develop contingencies. We then worked with the Duluth Seaway Port Authority to develop a port specific plan and conducted a workshop to address area maritime concerns. Workshop participants included area facility operators, USS Great Lakes Fleet, Army Corps of Engineers, U.S. Customs, and representatives of area CG units. This preparation paid off in a "non-Y2K incident" for the port and its industries. We anticipate this pay-off to continue in 2000 for the 2/29/00 event.

MSO Duluth also participated in Minnesota's first Weapons of Mass Destruction (WMD) exercise in St. Paul. This week-long exercise focused on identifying terrorist activities and proactive steps we can take to protect possible target sites. We anticipate an exercise of this type for the Duluth/Superior area in 2000.

The most important part of our MSO safety net is your input. If you see anything that adversely impacts safety or the environment, please call us! The report on the next two pages may help you record essential information.

Safety

Eliminate deaths, injuries, and property damage associated with maritime transportation, fishing, and recreational boating.

U.S. and foreign vessels make over 1,500 port calls a year into Duluth/Superior and neighboring ports along western Lake Superior. Taconite makes up the majority of the cargo tonnage and gives the Twin Ports the distinction of being the largest loader of ore in the entire U.S. Coal is the second largest port commodity and accounts for approximately 30% of the shipping traffic. The Ports of Duluth/Superior rank 17th nationally in cargo volume. MSO Duluth inspectors board both U.S. and foreign vessels ranging from small sightseeing boats to the 1,000' self-unloaders. We ensure the crews are trained, properly licensed, and the ships are safe by checking essential equipment such as navigational, lifesaving, and fire-fighting gear.

In 1999, the M/V EDGAR B. SPEER came into compliance with the Coast Guard's Streamlined Inspection Program (SIP) regulations. We are working with the USS Great Lakes Fleet company to bring three more ships into the program in 2000. Participation in SIP improves safety by leveraging the knowledge ships' crews have of equipment maintenance and systems.

To emphasize fishing vessel safety in 1999, MSO Duluth developed and brought to fruition a Memorandum of Understanding (MOU) with the Keweenaw Indian tribal council. We are working on two additional tribal MOUs for 2000. The MOUs encourage tribes to begin safety enforcement on their tribal fishing vessels. The Coast Guard provided training for the tribal enforcement officers and helped them develop safety-related tribal laws. MSO Duluth will continue this training and promotion of this type of partnership to improve safety in 2000.

This year MSO Duluth assisted several ship owners as they installed fire-fighting systems on their passenger vessels. This equipment was deemed necessary after several fires occurred on passenger vessels in other areas of the nation. Our inspectors worked with the vessel owners to ensure the equipment was installed correctly and worked properly.

MSO Duluth reviewed all ship characteristics and transit information prior to their port arrival or departure during the Y2K critical event dates. This risk assessment ensured that we knew where each ship was going and how well they were equipped in case of a Y2K-related casualty. To protect the port and its facilities, we had to impose only minor delays to a few of the foreign vessel fleet to assess their equipment readiness.

Protection of Natural Resources

Eliminate environmental damage and natural resource degradation associated with maritime transportation, fishing, and recreational boating.

MSO Duluth's area of responsibility covers the majority of Lake Superior; the largest, deepest, coldest, and cleanest of the five Great Lakes. Unit members work with the community, the shipping industry, and Canada to reduce the number of oil and chemical spills as well as prevent them. We also create contingency plans with local and state authorities and train on them so we are always ready to respond.

Lake Superior is filled with some of the most treasured plants and wildlife in North America. Isle Royal National Park, the Apostle Islands National Seashore, and the St. Louis River estuary are all environmental landmarks of Lake Superior's ecological system. MSO Duluth actively participated in community meetings to keep these areas pristine. We also oversaw the Ballast Water and Cargo Residue Discharge Programs to ensure harmful residues or foreign organisms did not invade our waters.

In 1999, MSO Duluth advanced our relationship with our Canadian counterparts by initiating discussions on key pollution response capabilities and personnel/equipment issues. We intend to pursue this collaboration in 2000 to strengthen response on both sides of the border.

MSO Duluth actively worked with the Port Area Committees (PACs) – one in Duluth/Superior and one in Houghton/Hancock, Michigan. We established a steering committee and have a game plan for 2000 to get both plans updated, coordinated with county plans, and focused on environmental issues.

This year MSO Duluth held the first-ever vessel grounding exercise in Upper Michigan and a fire/pollution exercise in Saxon Harbor, Wisconsin. These exercises brought emergency response personnel (from fire fighters and police to reporters and city officials) together to problem-solve emergencies that could devastate their communities. The exercises formed working relationships that will make future emergency response seamless. We will continue to emphasize exercises in other areas of Lake Superior in 2000.

MSO Duluth's spill prevention program included working with facility operators and increasing our oversight of oil transfers. As a result, no transfer-related oil spills occurred in 1999. From 1998 data, we identified hydraulic spills as the most prevalent source of pollution from ships and targeted preventing them through inspections and partnership with vessel owners – now these spill types represent only 10% of our caseload.

Mobility

Facilitate maritime commerce and eliminate interruptions and impediments to the economical movement of goods and people, while maximizing recreational access to and enjoyment of the water.

As the head of the Saint Lawrence Seaway, Duluth/Superior is the highway on-ramp for exporting western grains as well as coal and taconite (35+ million tons of bulk cargo) to other cities along the Lakes and to foreign ports each year. MSO Duluth's area waterways include four major ports, Duluth/Superior, Two Harbors, Taconite Harbor and Silver Bay. These four ports are all navigable by the 1,000 foot self-unloaders and have traffic from March through January. Eight other minor ports serve a large fleet of recreational, fishing, and small passenger vessels. MSO personnel work closely with local port authorities, the shipping industry, and other port interests to ensure the ports and their waterways remain safe and accessible to all.

In 1999, MSO Duluth worked with the city of Duluth to coordinate the opening times for the Duluth Aerial Lift Bridge. The MSO held a town-hall style meeting to get input from the users of both the bridge and the canal. Then, the MSO brokered an equitable opening schedule and had a trial period from June 3 through August 31, 1999. During this time, the bridge opened for recreational vessels on the hour and half-hour only. This schedule worked so well that it will be finalized by the spring of 2000.

MSO Duluth managed several permits for local celebrations in 1999 such as the city of Duluth's annual "Fourth Fest," and the Blues Festival. As part of these festivities, fireworks were launched across various waterways. MSO Duluth's personnel reviewed the permits and supervised the loading of the fireworks on barges used for these events.

MSO Duluth played a role in this year's Harbor Technical Advisory Committee (HTAC) and Waterways Management Councils. These advisory groups problem-solved economic development and operational concerns within the Twin Ports. MSO Duluth introduced waterways management concerns into the agenda and intends to expand Marine Transportation System (MTS) discussions in 2000.

In 1999, MSO Duluth also partnered with USCGC SUNDEW and Group Sault Ste. Marie to review the Waterways Analysis Management System (WAMS). This comprehensive study ensured that the buoys, ranges, and daymarkers are where mariners need them to be in order to safely navigate. In the same vein, we hosted a western Lake Superior ice work group which brought ship operators and Coast Guard resources together to coordinate efforts during the ice season.

